

## **IN THE CLAIMS:**

1-12 (Canceled)

13. (Currently Amended) Apparatus for indicating the load imposed by each axle and/or each wheel of a railway vehicle comprising two substantially convex carrier shoes adapted to be urged apart into clamped positions along the adjacent sides of a pair of rails so as to be engageable by the peripheries of the flanges of the wheels on an axle whereby the tyres of said wheels are raised just clear of the rails, a load-sensing device disposed at the highest portion of each shoe, and load-indicating means connected to said devices, wherein the apparatus is sectional, characterised in that the shoes are adapted to be urged apart into their clamped positions by means of two struts each of which extends effectively over the full distance between the shoes to enhance the rigidity of the apparatus whilst being readily separable from the shoes to facilitate portability of the struts and shoes.

14. (Previously Presented) Apparatus according to claim 13 wherein each strut abuts, when in operative position, at one end against one of the shoes and at the other end against a nut on a screw-threaded spigot rigidly secured to the other of the shoes.

15. (Currently Amended) Apparatus ~~according to claim 14 wherein~~ for indicating the load imposed by each axle and/or each wheel of a railway vehicle comprising two substantially convex carrier shoes adapted to be urged apart into clamped positions along the adjacent sides of a pair of rails so as to be engageable by the peripheries of the flanges of the wheels on an axle whereby the tyres of said wheels are raised just clear of the rails, a load-sensing device disposed at the highest portion of each shoe, and load-indicating means connected to said

devices, wherein the apparatus is sectional, characterised in that the shoes are adapted to be urged apart into their clamped positions by means of two struts each of which extends between the shoes to enhance the rigidity of the apparatus whilst being readily separable from the shoes to facilitate portability of the struts and shoes, each strut abuts, when in operative position, at one end against one of the shoes and at the other end against a nut on a screw-threaded spigot rigidly secured to the other of the shoes, each strut is tubular and fits closely at said one end over a plain spigot rigidly secured to one of the shoes and at the other end over that end of the screw-threaded spigot remote from the other of the shoes.

16. (Previously Presented) Apparatus according to claim 15 wherein each shoe has rigidly secured to it one screw-threaded spigot and one plain spigot whereby both shoes have the same uniform configuration.

17. (Previously Presented) Apparatus according to claim 13 wherein each shoe has at least one carrying handle rigidly secured to it.

18. (Previously Presented) Apparatus according to claim 13 wherein each device comprises a load-sensing cell fixedly mounted near both of its ends on lands in a recess in the associated shoe, and a load-plate spaced above and rigidly secured to a central zone of said cell, the upper surface of the load-plate being substantially flush with the highest portion of the shoe.

19. (Currently Amended) Apparatus according to any ones of claims 13, 14, 17 and to 18 wherein the load-indicating means are a computer capable of showing and recording the load imposed by individual axles and/or individual wheels.

20. (Currently Amended) Apparatus according to any one of claims 13, 14, 17 and to 18 wherein the load-indicating means are a digital indicator capable of showing the load imposed by individual axles and/or individual wheels.

21. (Previously Presented) Apparatus according to claim 13 wherein at least one support member is secured to each shoe so as effectively to embrace the outer and lower faces of the shoe, the or each support member being vertically adjustable relative to the shoe to suit different heights of rails.

22. (Currently Amended) Apparatus ~~according to claim 21 wherein~~ for indicating the load imposed by each axle and/or each wheel of a railway vehicle comprising two substantially convex carrier shoes adapted to be urged apart into clamped positions along the adjacent sides of a pair of rails so as to be engageable by the peripheries of the flanges of the wheels on an axle whereby the tyres of said wheels are raised just clear of the rails, a load-sensing device disposed at the highest portion of each shoe, and load-indicating means connected to said devices, wherein the apparatus is sectional, characterised in that the shoes are adapted to be urged apart into their clamped positions by means of two struts each of which extends between the shoes to enhance the rigidity of the apparatus whilst being readily separable from the shoes to facilitate portability of the struts and shoes, wherein two spaced-apart support members are secured to each shoe so as effectively to embrace the outer and lower faces of the shoe, the or each support member being vertically adjustable relative to the shoe to suit different heights of rails.

23. (Previously Presented) Apparatus according to claim 13 wherein the shoes are provided with replaceable wear-strips aligned with the load-sensing devices for engagement by the peripheries of the flanges of the wheels.

24. (New) Apparatus according to any ones of claims 15 and 16 wherein the load-indicating means are a computer capable of showing and recording the load imposed by individual axles and/or individual wheels.

25. (New) Apparatus according to any one of claims 15 and 16 wherein the load-indicating means are a digital indicator capable of showing the load imposed by individual axles and/or individual wheels.